

2022-2033

Transportation Facilities Plan

Bellevue Transportation Commission

October 14, 2021

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Transportation Department

Tonight's Presentation

- TFP Purpose
- TFP Current Status & Context
- Application of MM Metrics & Targets to TFP Project List
- Next Steps

Meeting objective: Commission understanding of multimodal system performance with proposed TFP projects.

TFP Purpose

“The transportation facilities plan is a 12-year list of transportation improvements in the service area. These transportation improvements include design, acquisition of right-of-way, and construction. Every two years or as otherwise directed by the council, the transportation commission shall review and as necessary present an update of the transportation facilities plan to the city council for consideration.”

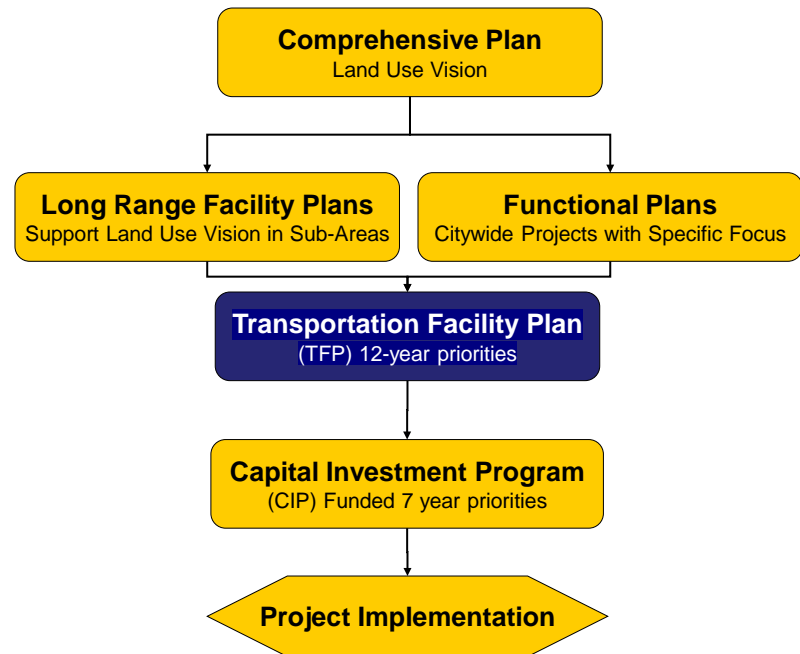
--BCC 22.16.050

➤ *Financially constrained plan*

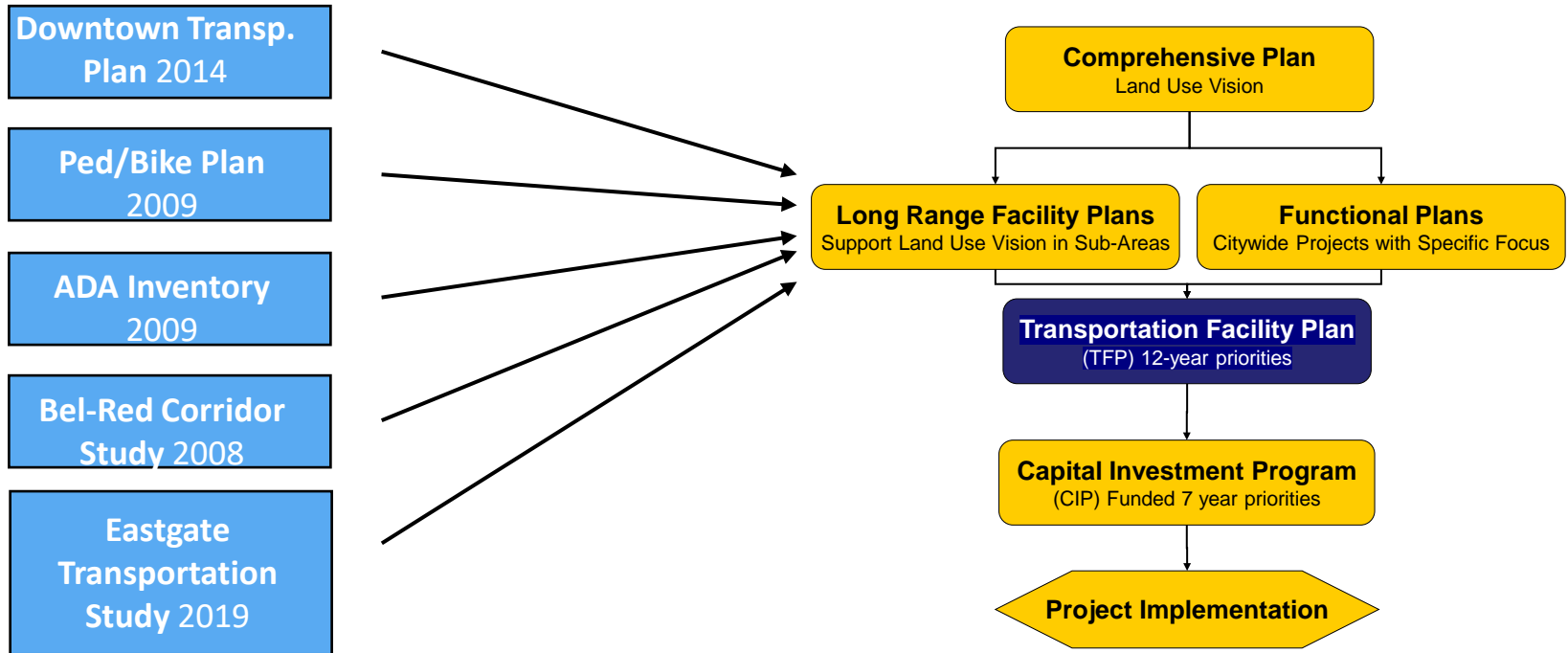
TFP Purpose

Three purposes:

- Intermediate-range planning tool
 - Foundation for CIP
- Environmental review
- Basis for Impact Fee program



TFP Purpose—Capital Needs & Planning Framework

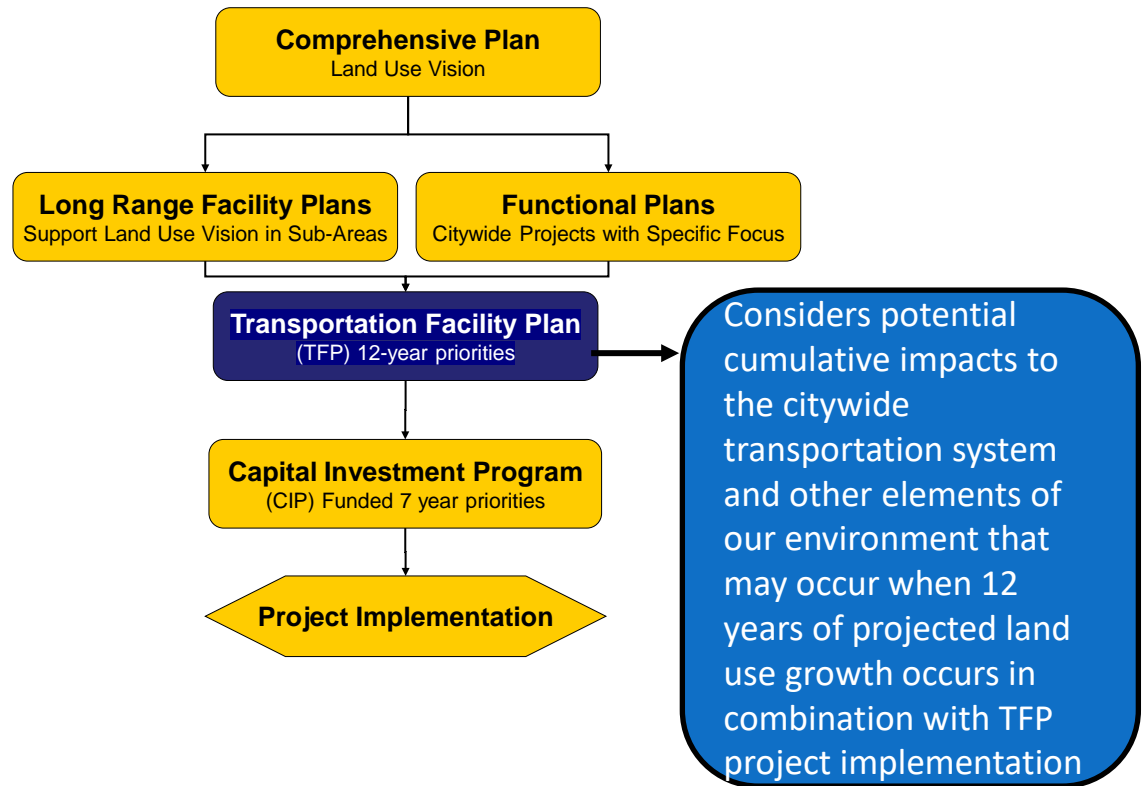


2022-2033 Transportation Facilities Plan

TFP Purpose

Three purposes:

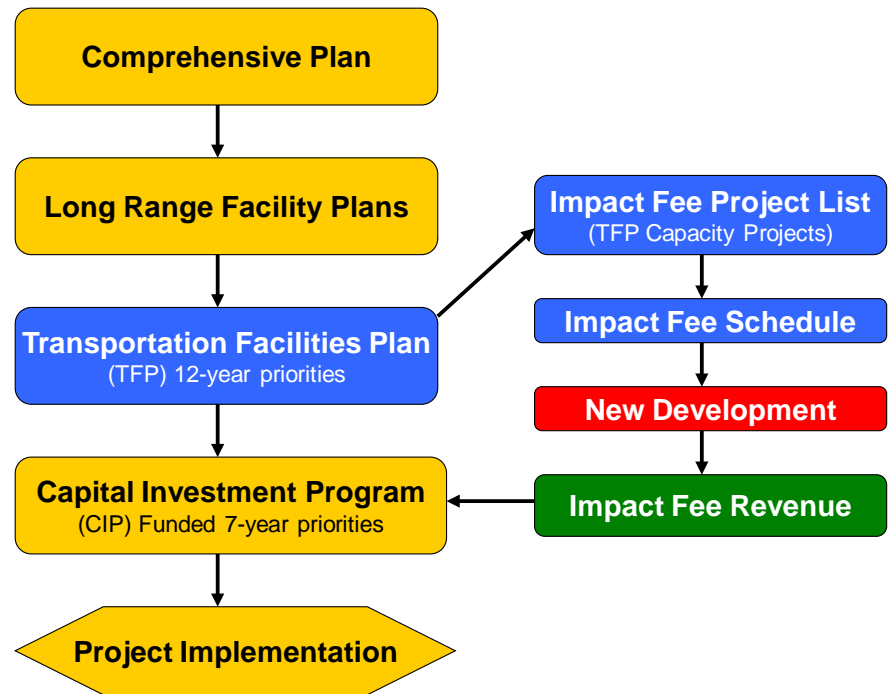
- Intermediate-range planning tool
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TFP Purpose

Three purposes:

- Intermediate-range planning tool
 - Foundation for CIP
- Environmental review
- Basis for Impact Fee program





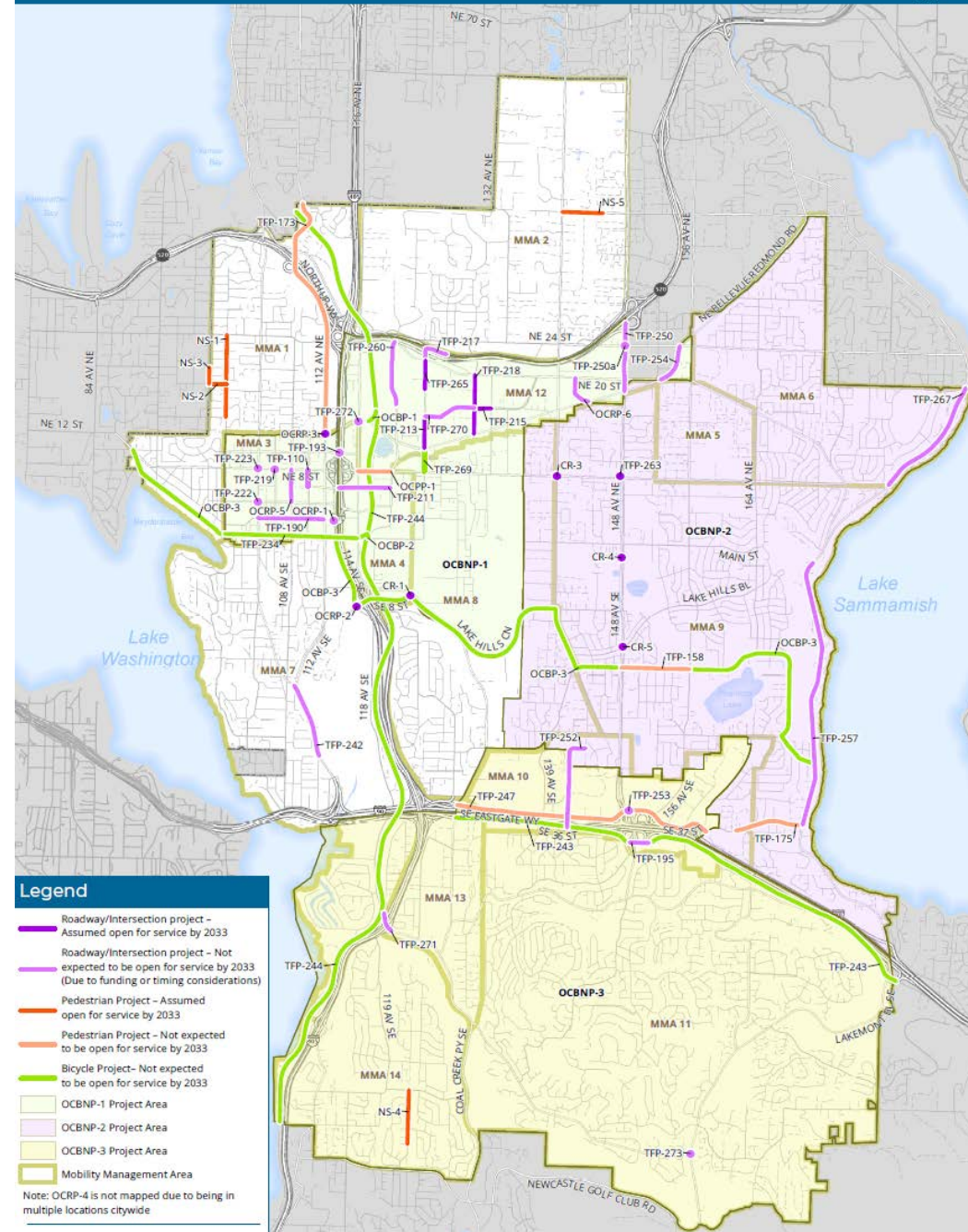
2022-2033 TFP Current Status

Preliminary Proposed Project list

➤ Comprised of 71 projects identified, evaluated, scored, prioritized between Oct 2020 and April 2021.

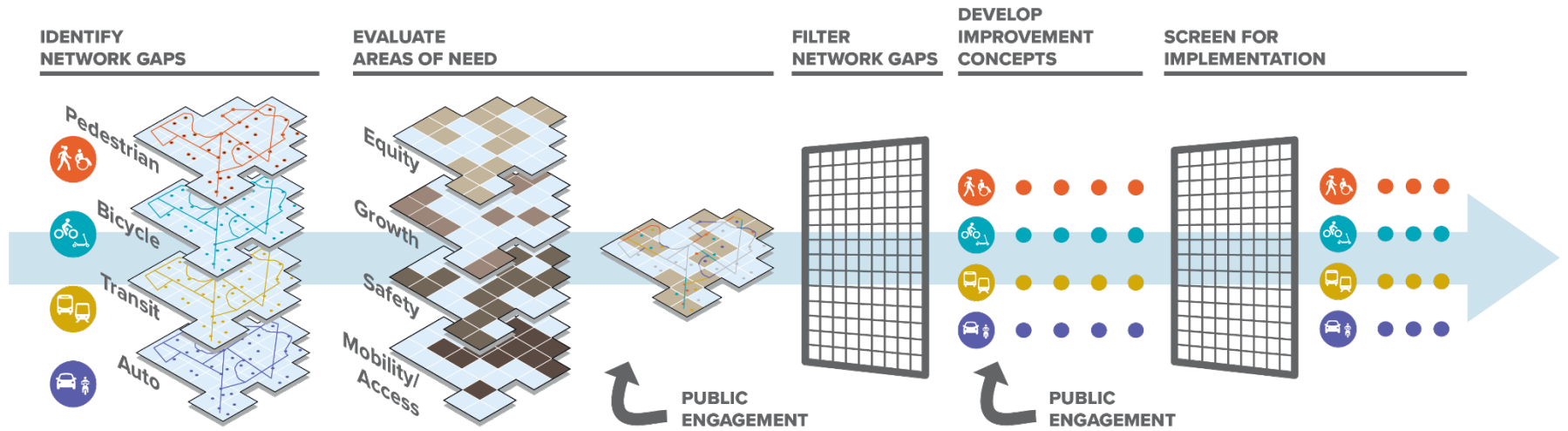
New MMLoS
 Performance Metrics
 endorsed by Commission

- Ped
- Bike
- Transit
- Vehicular



TFP Project Prioritization Process—Overview

Proposed new framework, *for future TFP cycles*



Existing framework, *used for this TFP cycle*

Identify list of projects from,

- Comp Plan
- Staff
- Public

TFP process:

- evaluate/score
- prioritize

2022-2033 TFP Project Prioritization Process

Roadway-Intersection Project Scoring

Five Criteria	Weight
Safety	30%
Vehicular Level of Service	20%
Transit mobility and access	20%
Non-motorized system	20%
Plan consistency & outside funding	10%

- a. Each project evaluated, scored for each criterion (0-100)
- b. Then weights applied, yielding an overall score between 0 and 100.

2022-2033 TFP Project Prioritization Process

- Two working sessions in February, involved ~25 staff, from relevant functional groups in Transportation, as well as Community Development, Development Services, Parks and Utilities departments.
- Started with score-ranked ranked list, added projects of other mode types (ped/bike, transit), adjusted position in list, taking into consideration
 - Public input
 - Council priorities
 - Project investment to date
 - Project ripeness
 - Partnering opportunities
 - Cost

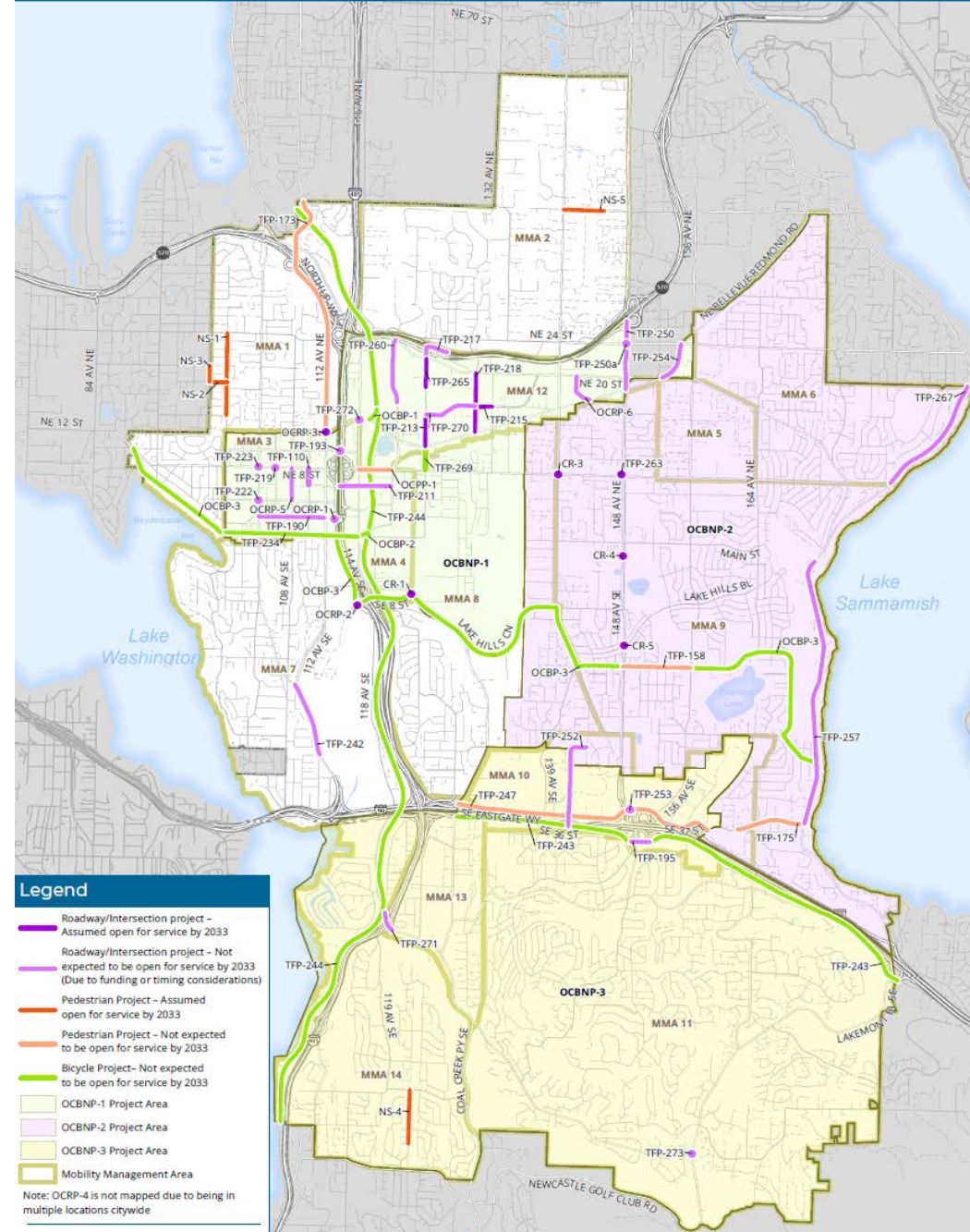


2022-2033 TFP How Does the List Measure Up?

Preliminary Proposed
Project list (71 projects)

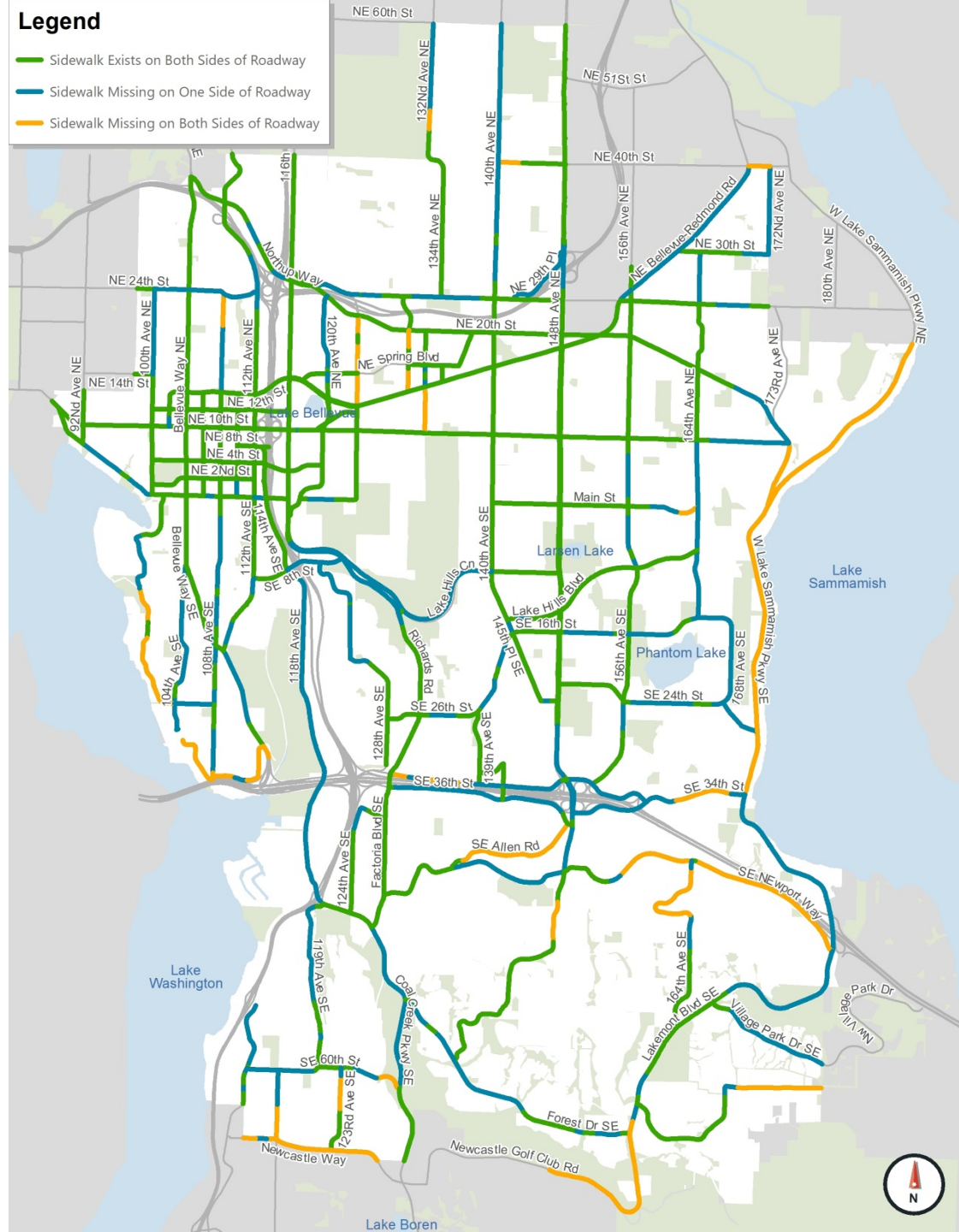
New MMLoS
Performance Metrics
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- Ped
- Bike
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- Vehicular



Pedestrian System Status

Existing conditions



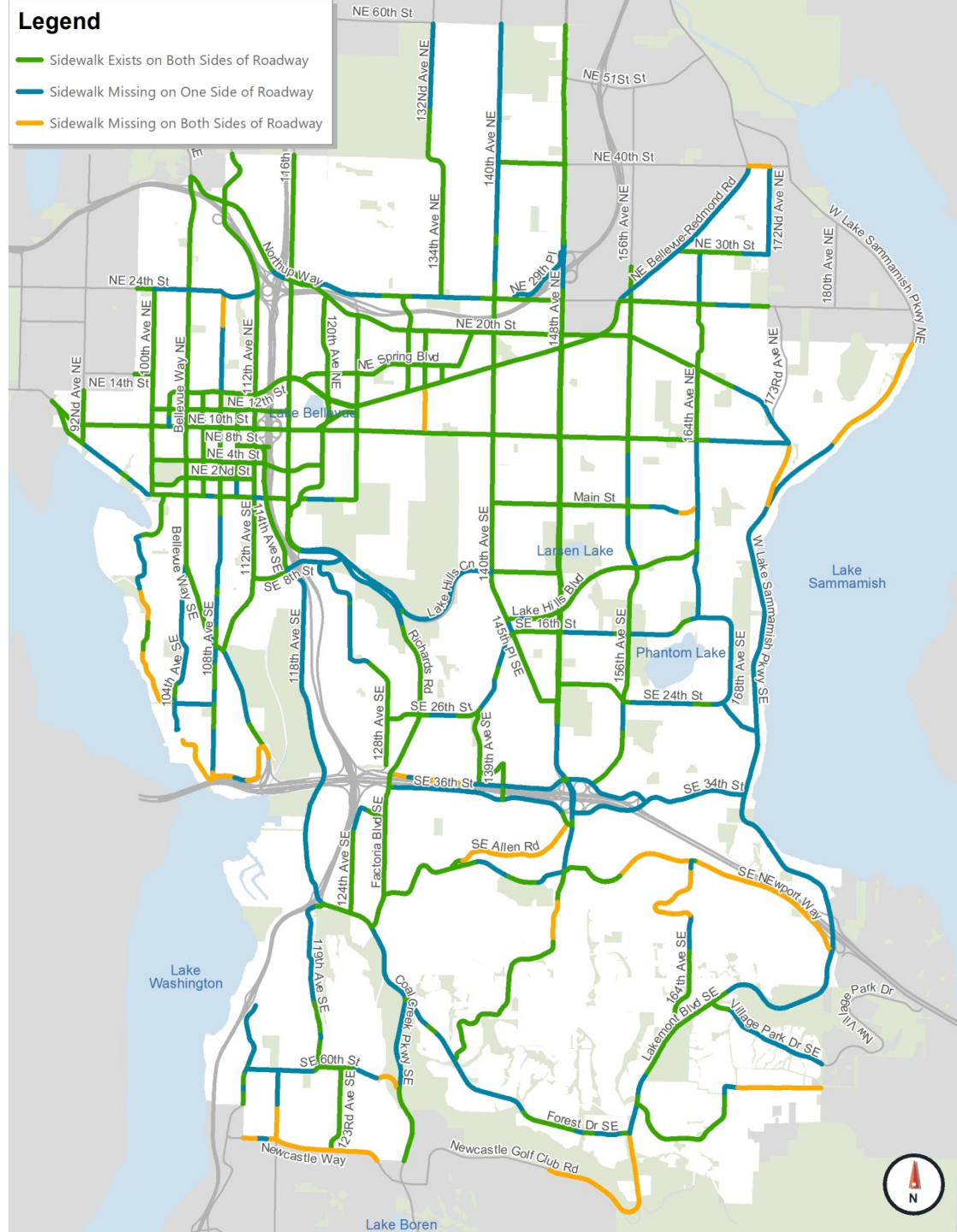
Pedestrian System Status

Future conditions—
with TFP

Improvements include

- BelRed area
- 112th Ave NE
- West Lake Samm
- SE 34th St

Note: Additional segments will be secured via ongoing Neighborhood Sidewalk Program and with private development. These locations are not yet determined.



Pedestrian System Status

Existing Pedestrian Network Performance

Sidewalk System Completion Citywide

Citywide	Sidewalk on Both Sides	Sidewalks on One Side	Sidewalk Gaps
Miles	76	45	17
Proportion	55%	33%	12%

Sidewalk System Completion by Performance Management Area

PMA	Sidewalk on Both Sides	Sidewalks on One Side	Sidewalk Gaps
1. Downtown	96%	4%	0%
2. BelRed	85%	7%	8%
3. Wilburton/East Main	56%	44%	0%
4. Crossroads	100%	0%	0%
5. Eastgate	29%	62%	8%
6. Factoria	68%	30%	2%
7. Residential	46%	38%	16%

2033 Pedestrian Network Performance

Sidewalk System Completion Citywide

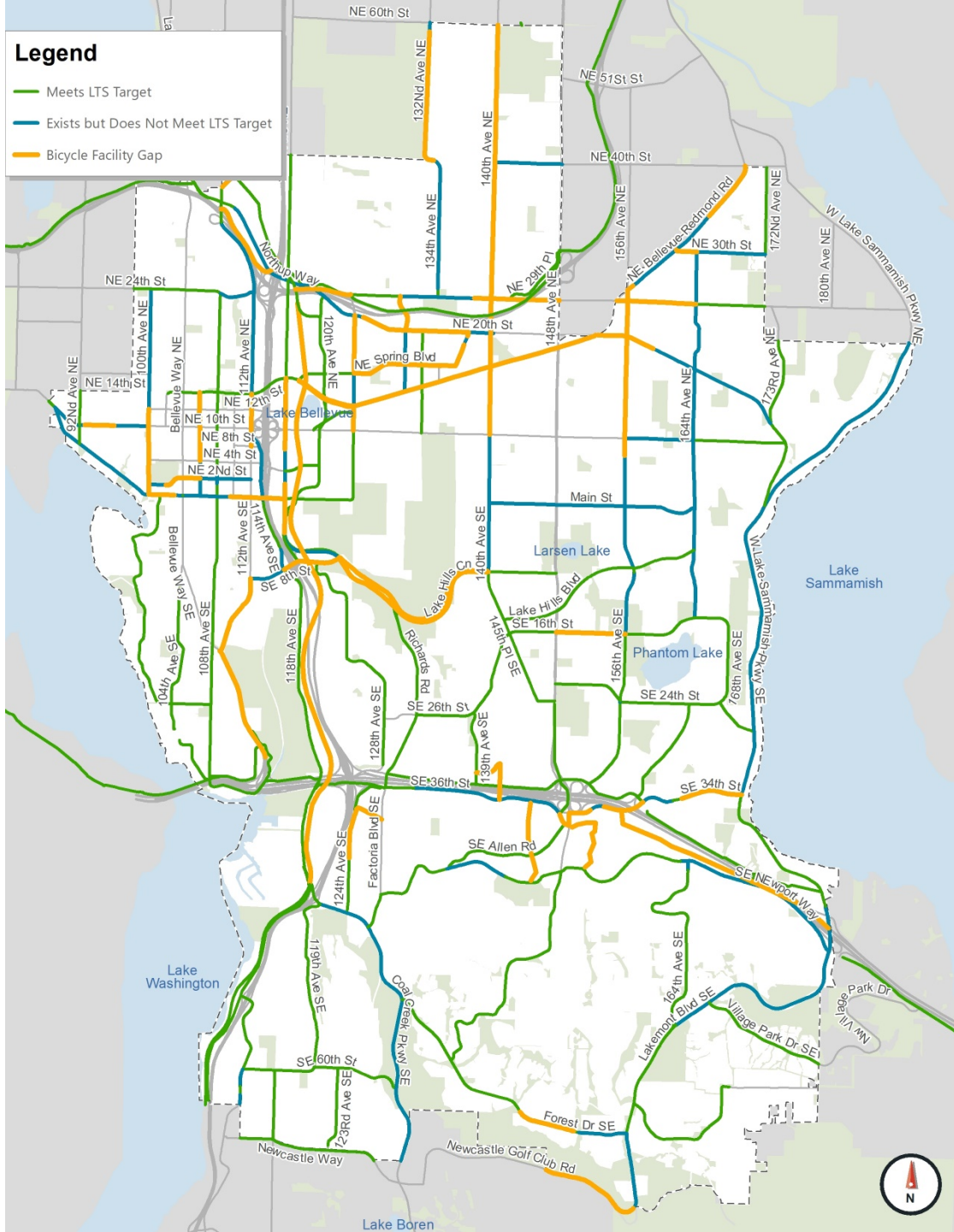
Citywide	Sidewalk on Both Sides	Sidewalks on One Side	Sidewalk Gaps
Miles	81	46	12
Proportion	59%	33%	8%

Sidewalk System Completion by Performance Management Area

PMA	Sidewalk on Both Sides	Sidewalks on One Side	Sidewalk Gaps
1. Downtown	96%	4%	0%
2. BelRed	97%	2%	1%
3. Wilburton/East Main	59%	41%	0%
4. Crossroads	100%	0%	0%
5. Eastgate	29%	65%	6%
6. Factoria	68%	30%	2%
7. Residential	49%	39%	12%

Bicycle System Status

Existing conditions



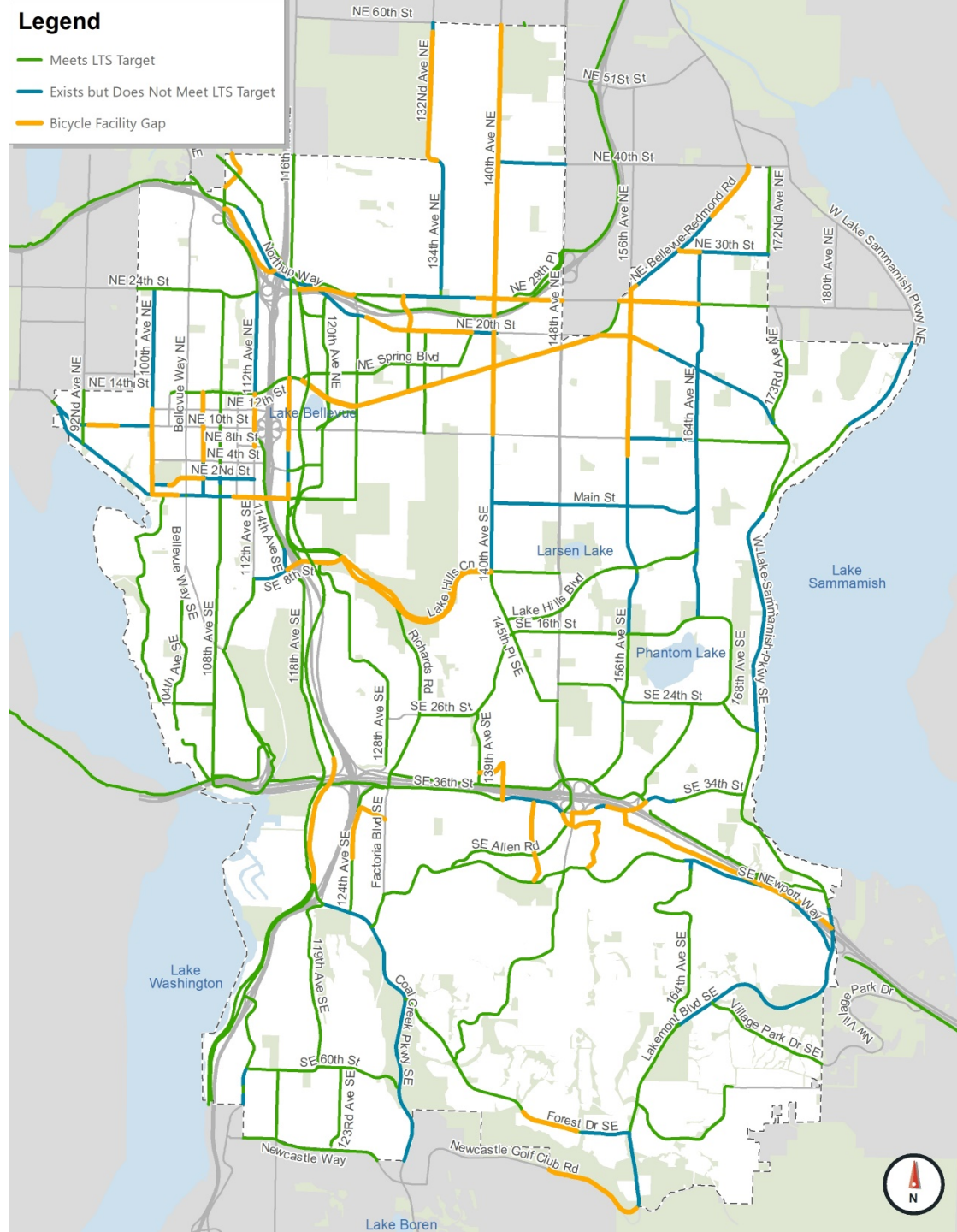
Bicycle System Status

Future conditions—
with TFP

Improvements include:

- BelRed
- Eastrail
- West Lake Samm

Note: Additional segments will be secured via Growth Corridor Bicycle Network, East Bellevue Bicycle Network and South Bellevue Bicycle Network projects. These locations are not yet determined.



Bicycle System Status

Existing Bicycle Network Performance

Bicycle System Completion Citywide

Citywide	Facilities that Meet LTS	Existing Facilities Do Not Meet LTS	Facility Gaps
Miles	72	33	33
Proportion	52%	24%	24%

Bicycle System Completion by Performance Management Area

Performance Management Area	Facilities that Meet LTS	Existing Facilities Do Not Meet LTS	Facility Gaps
Downtown	27%	36%	37%
BelRed	37%	8%	55%
Wilburton/East Main	47%	14%	38%
Crossroads	1%	59%	40%
Eastgate	60%	24%	16%
Factoria	58%	27%	15%
Residential	57%	25%	18%

Bicycle System Completion by Priority Bicycle Corridor

Priority Bicycle Corridor	Facilities that Meet LTS	Existing Facilities Do Not Meet LTS	Facility Gaps
Enatai-Northtowne	93%	7%	0%
Lake Washington Loop	65%	25%	10%
Eastrail	23%	0%	77%
Somerset-Redmond	62%	17%	21%
Spiritridge-Sammamish	44%	56%	0%
West Lake Sammamish Pkwy	25%	75%	0%
SR 520 Trail	77%	23%	0%
Downtown-Overlake	41%	10%	49%
Lake-to-Lake Trail	41%	21%	38%
Mountains to Sound Greenway	32%	26%	42%
Coal Creek-Cougar Mountain	55%	39%	6%
Total	50%	28%	22%

2033 Bicycle Network Performance

Bicycle System Completion Citywide

Citywide	Facilities that Meet LTS	Existing Facilities Do Not Meet LTS	Facility Gaps
Miles	87	26	25
Proportion	63%	19%	18%

Bicycle System Completion by Performance Management Area

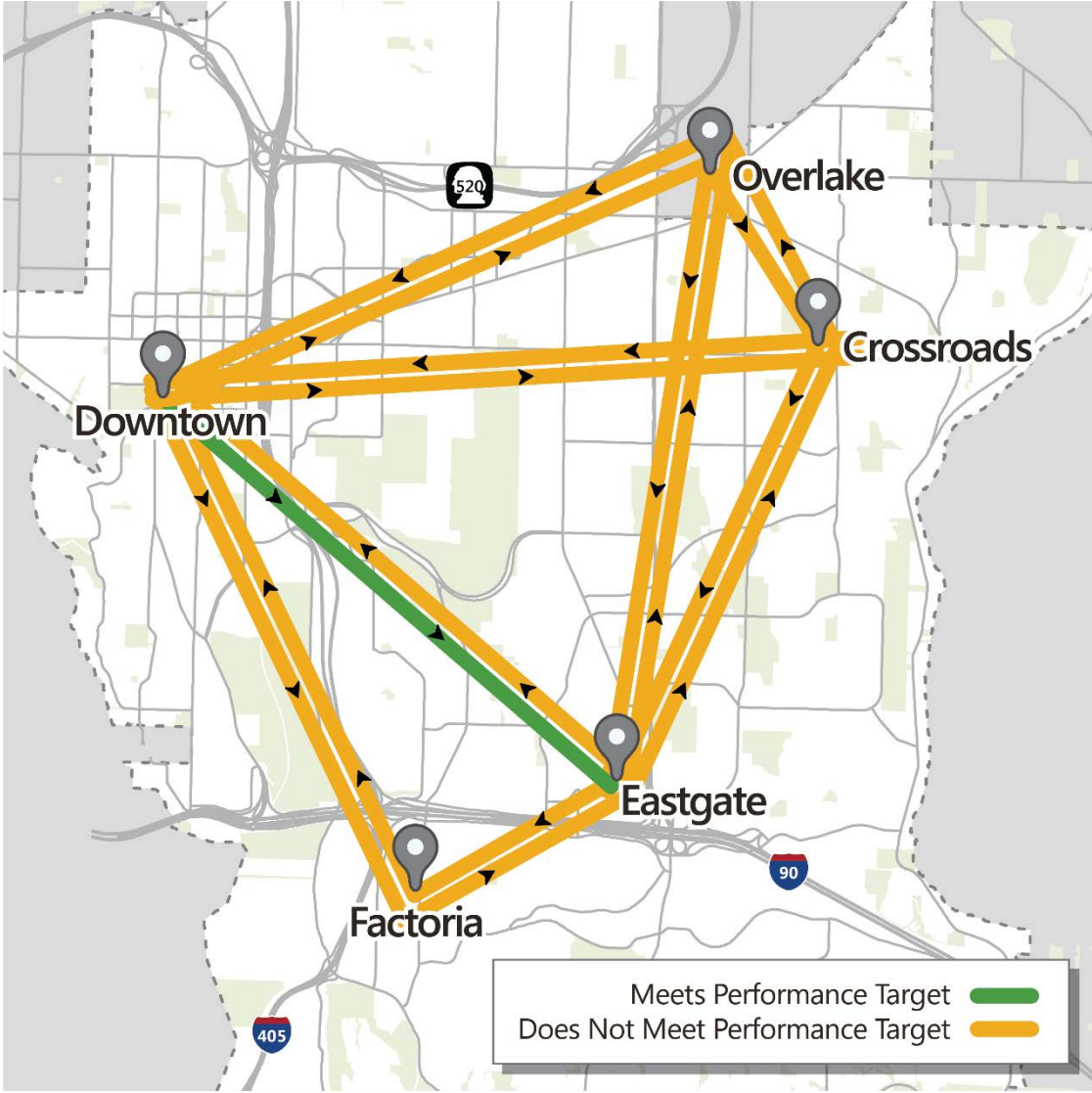
Performance Management Area	Facilities that Meet LTS	Existing Facilities Do Not Meet LTS	Facility Gaps
Downtown	33%	29%	37%
BelRed	57%	5%	38%
Wilburton/East Main	72%	7%	21%
Crossroads	1%	59%	40%
Eastgate	74%	11%	15%
Factoria	58%	27%	15%
Residential	66%	20%	14%

Bicycle System Completion by Priority Bicycle Corridor

Priority Bicycle Corridor	Facilities that Meet LTS	Existing Facilities Do Not Meet LTS	Facility Gaps
Enatai-Northtowne	98%	2%	0%
Lake Washington Loop	79%	11%	10%
Eastrail	83%	0%	17%
Somerset-Redmond	62%	17%	21%
Spiritridge-Sammamish	44%	56%	0%
West Lake Sammamish Pkwy	49%	51%	0%
SR 520 Trail	77%	23%	0%
Downtown-Overlake	86%	14%	0%
Lake-to-Lake Trail	48%	21%	32%
Mountains to Sound Greenway	48%	11%	42%
Coal Creek-Cougar Mountain	55%	39%	6%
Total	64%	23%	13%

Transit Performance

Existing conditions

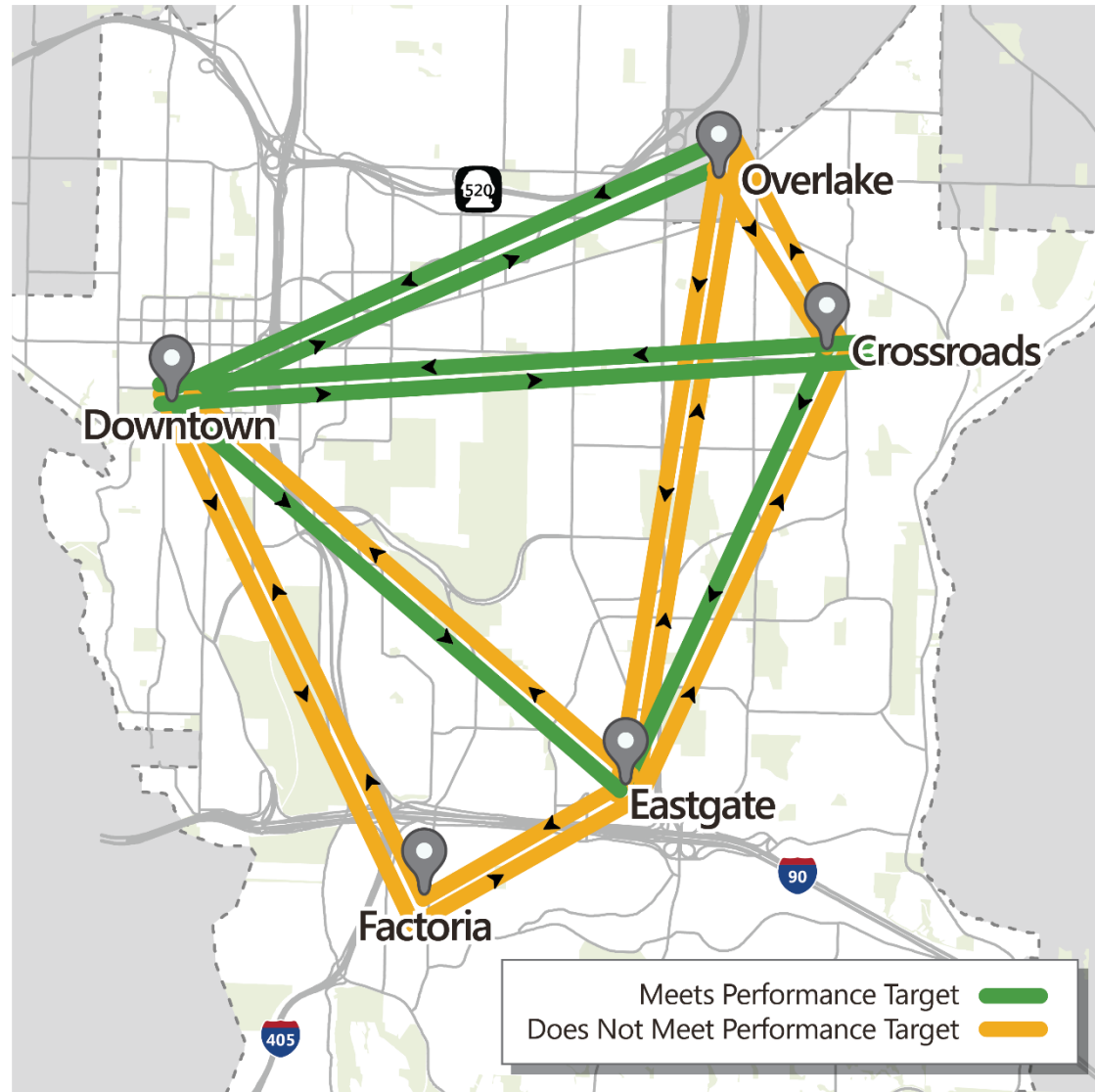


Transit Performance

Future conditions

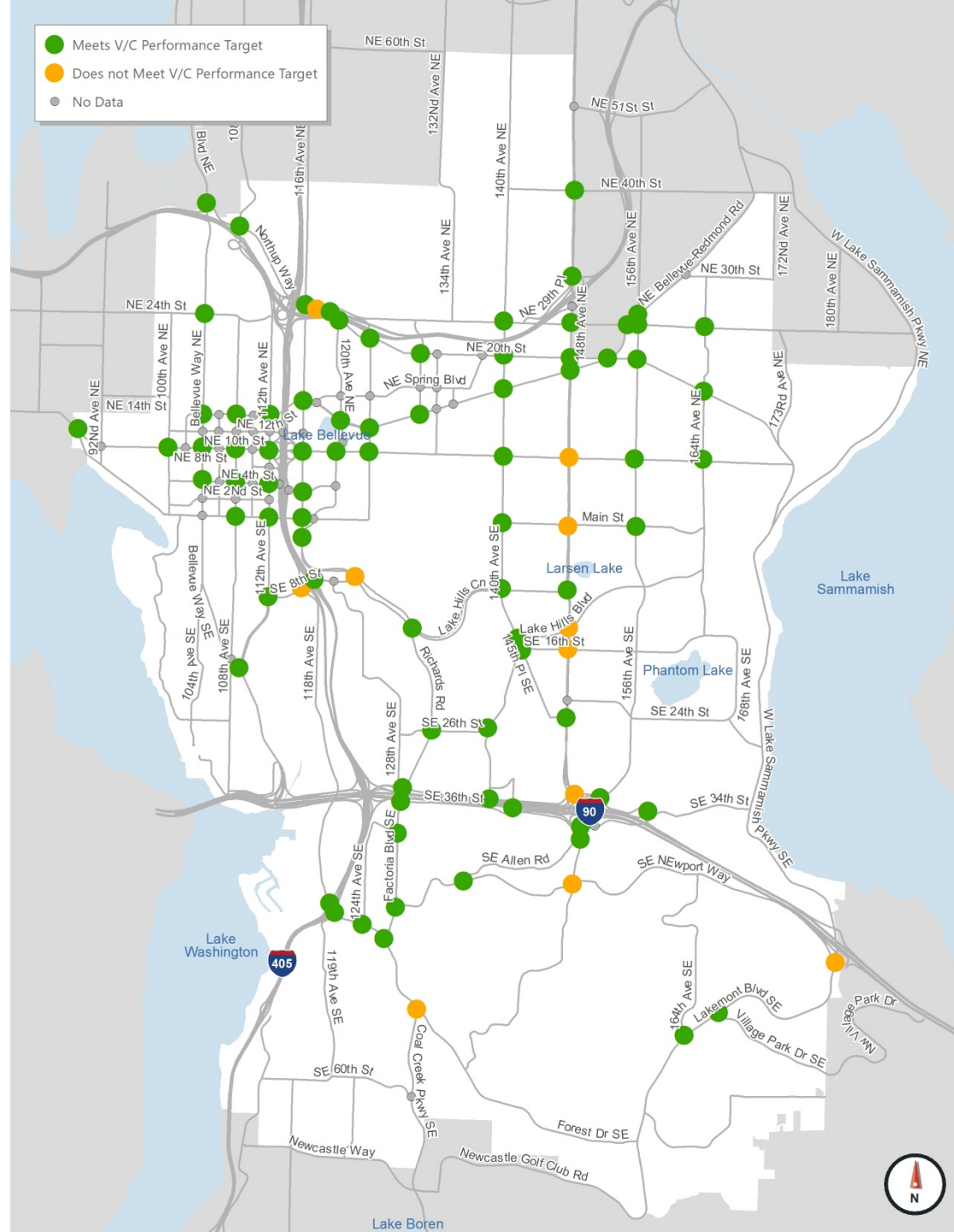
Key changes are,

- East Link
(*Downtown-Overlake*)
- TFP-252 Bellevue College Connector
(*Downtown-Eastgate, Crossroads-Eastgate*)
- TFP-211 NE 6th Street Extension to 120th Ave
(*Downtown-Crossroads*)



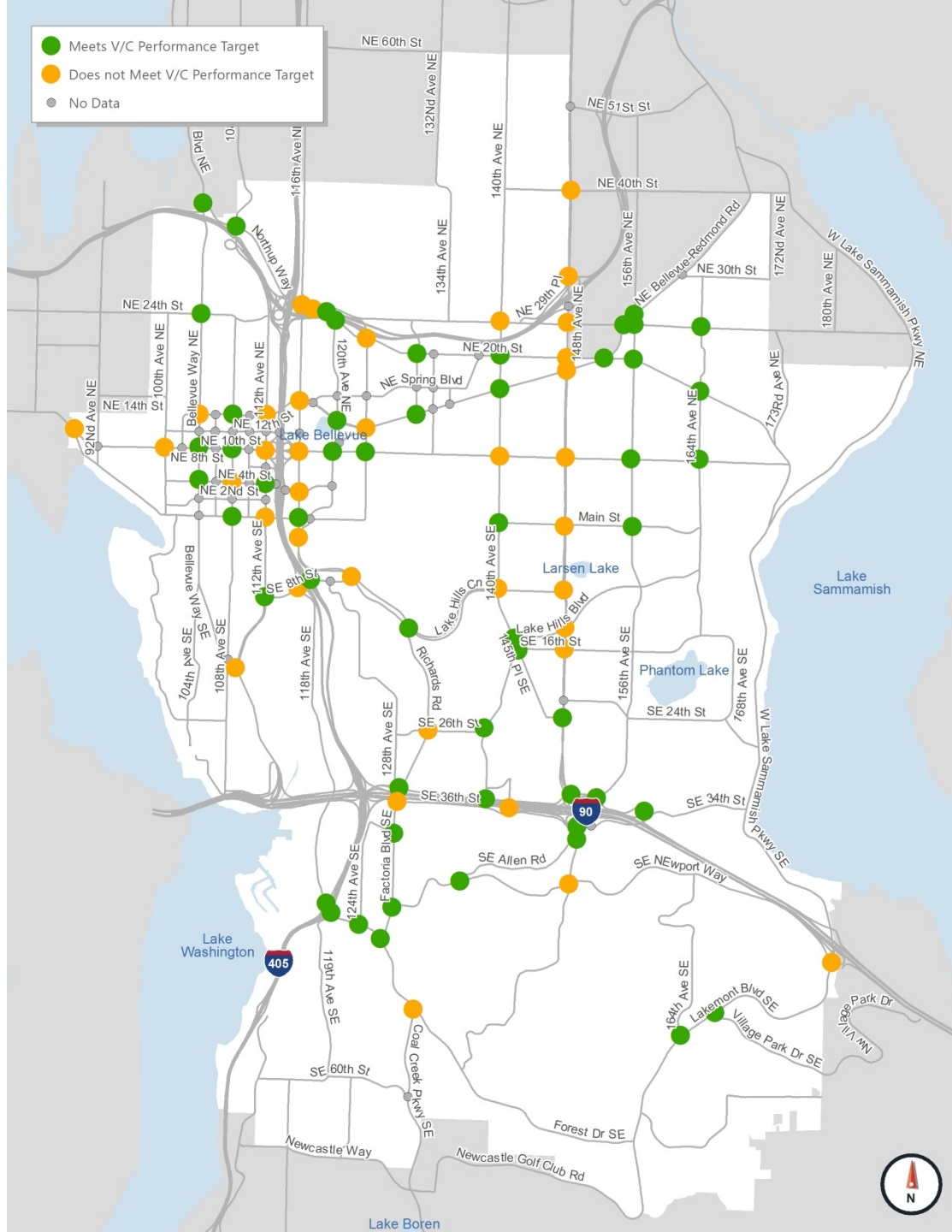
Vehicular Performance—Intersections

Current conditions



Vehicular Performance—Intersections

Future conditions (shows 2033 TFP network with 2044 land use)

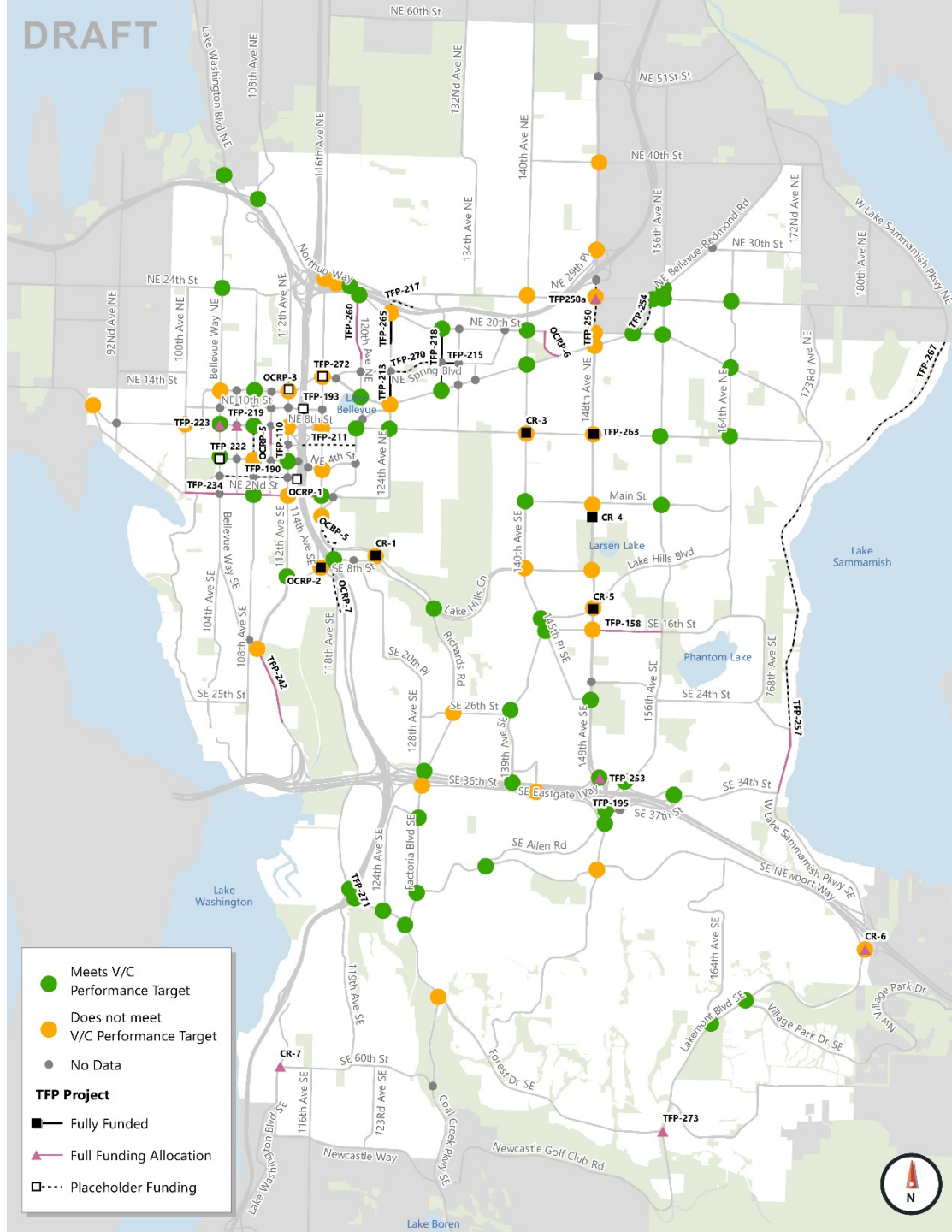


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Vehicular Performance—Intersections

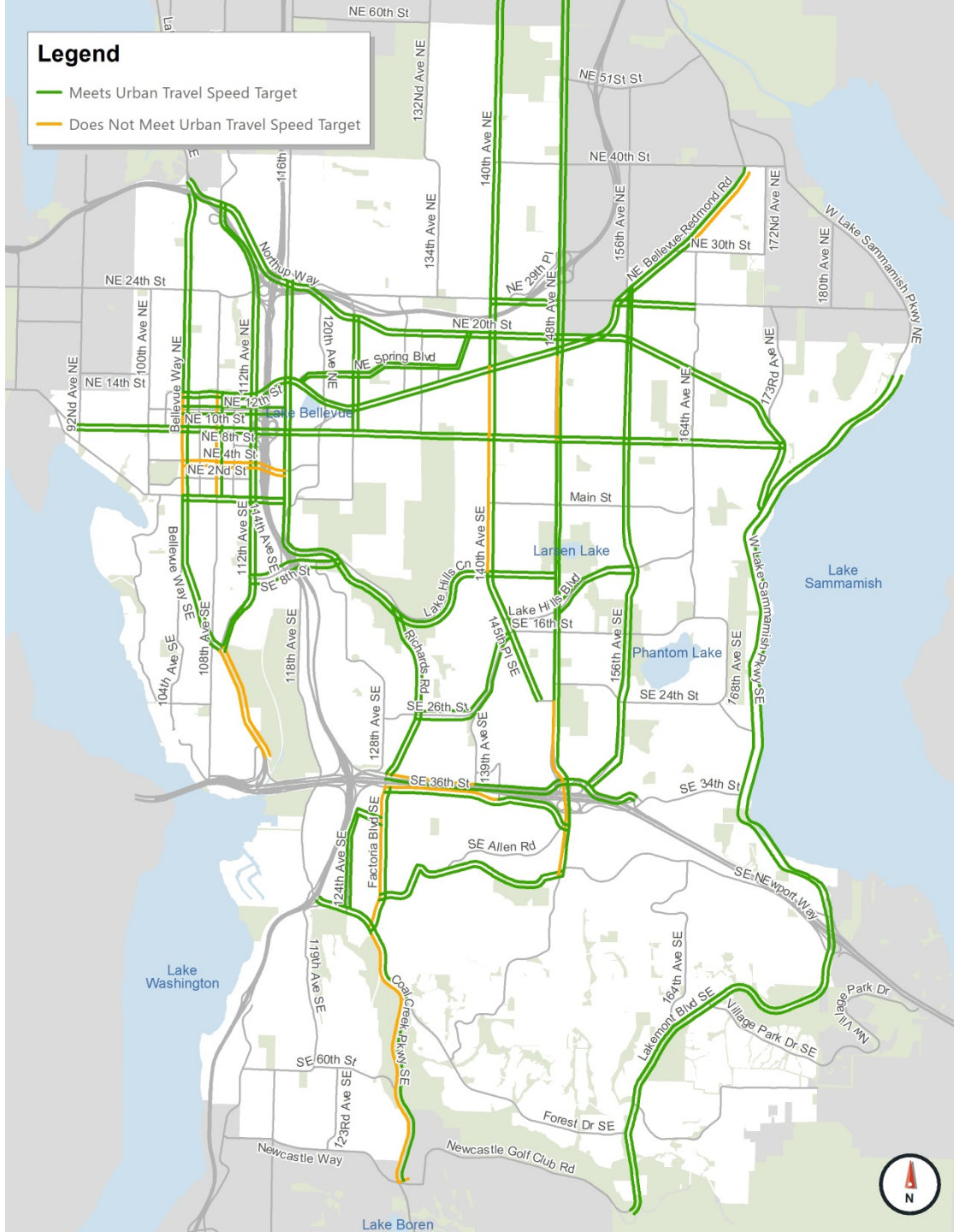
Future conditions (shows 2033 TFP network with 2044 land use)

- Same as prior image, adds overlay of TFP project labels



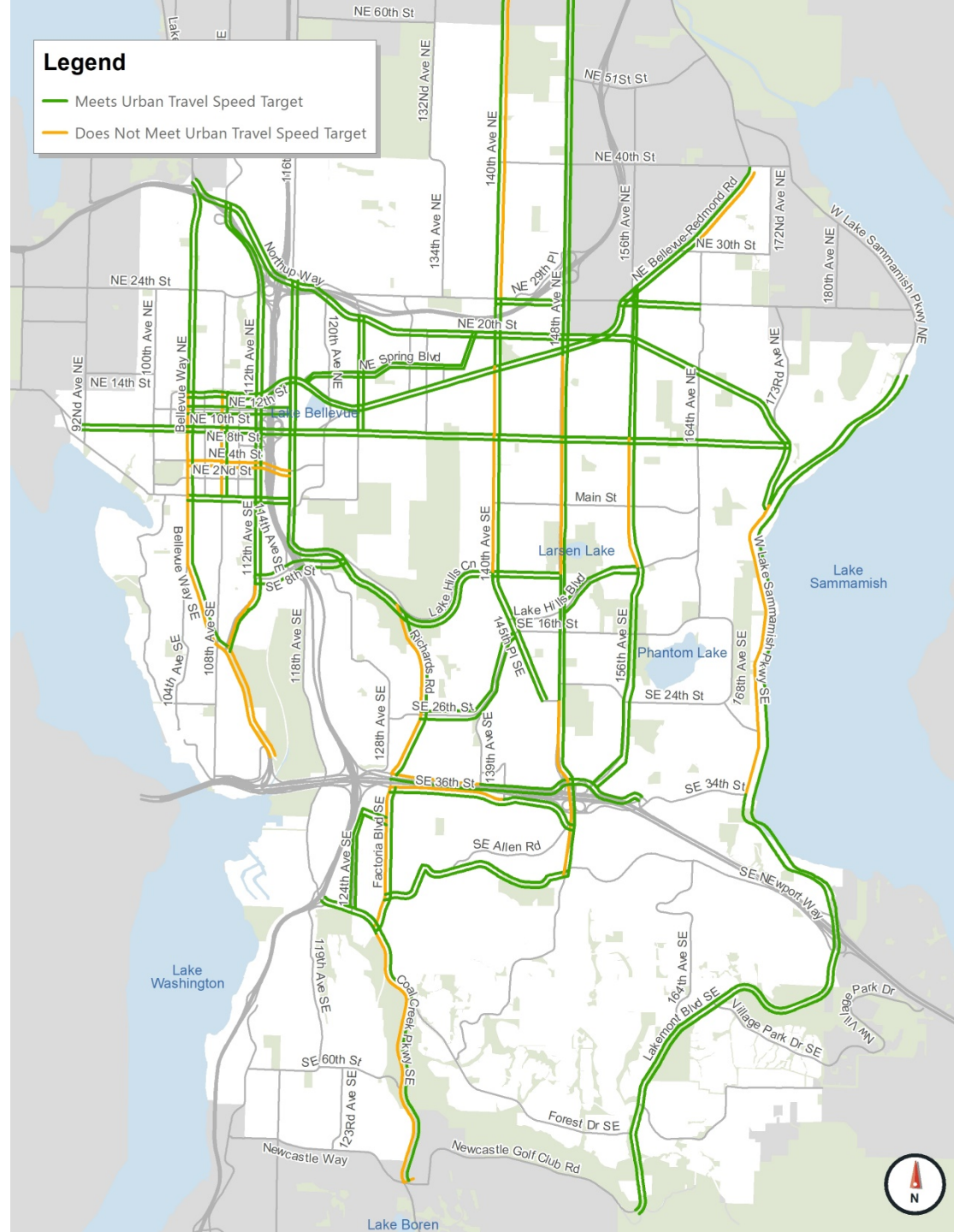
Vehicular Performance—Corridors

Existing conditions



Vehicular Performance—Corridors

Future conditions
(shows 2033 TFP network with 2044 land use)

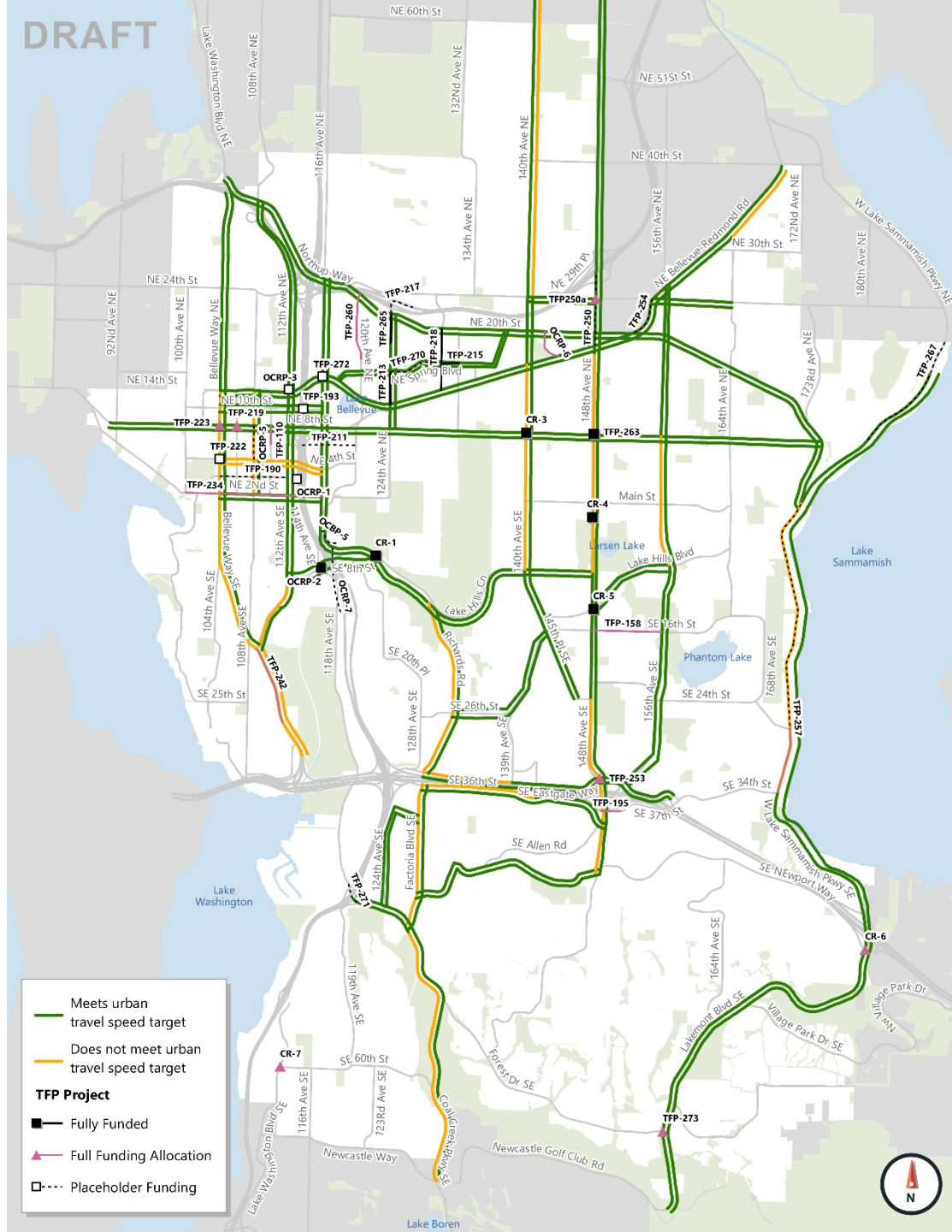


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Vehicular Performance—Corridors

Future conditions (shows 2033 TFP network with 2044 land use)

- Same as prior image, adds overlay of TFP project labels





2022-2033 TFP

Preliminary conclusions

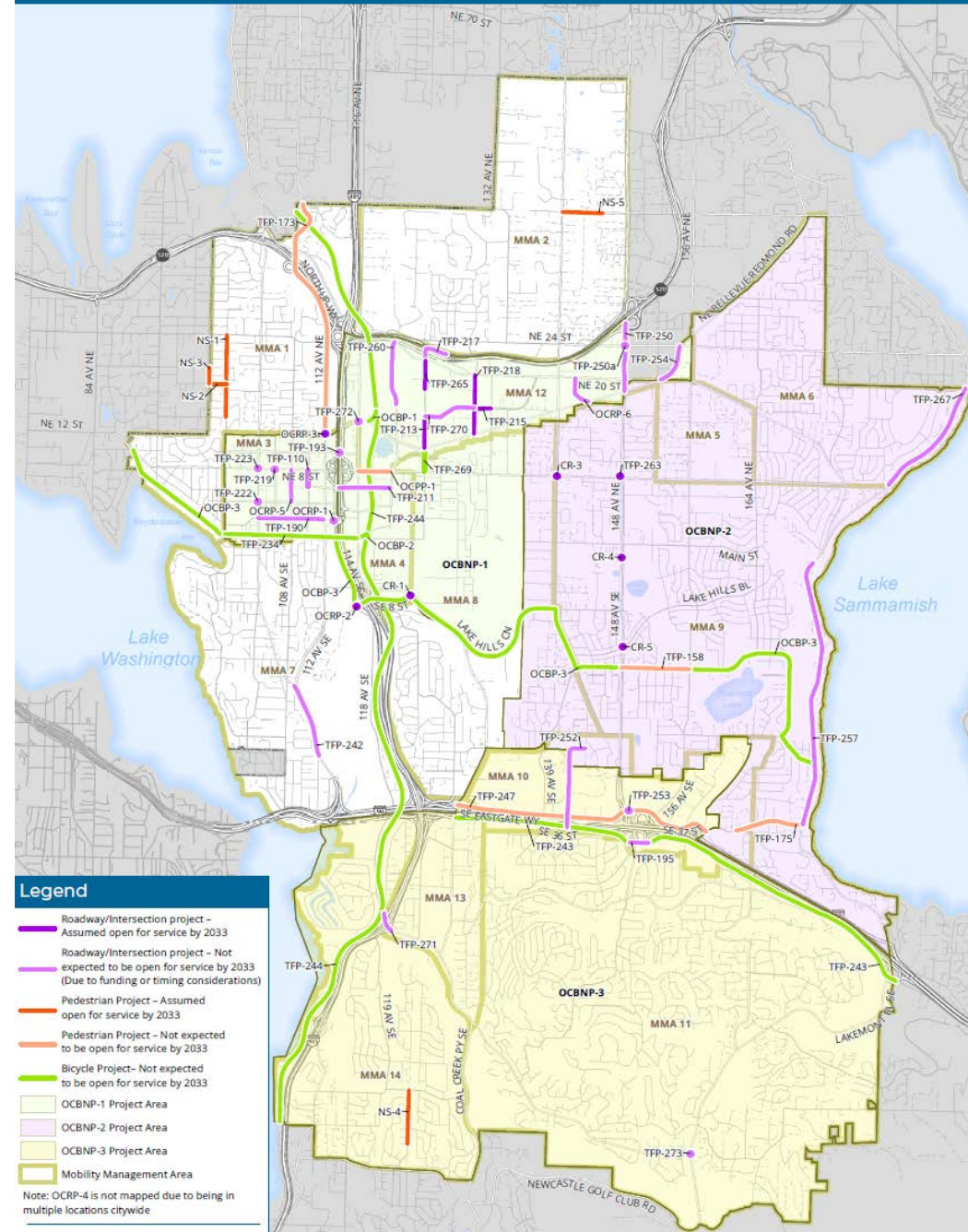
Analysis shows 2022-2033
 Proposed Project List,

- Improves Pedestrian system

Gaps reduce by 5 miles
 (reduction from 12% of system to 8% of system)*

- Improves Bicycle System

Gaps reduce by 8 miles
 (reduction from 24% of system to 18% of system)*



Legend

- Roadway/Intersection project – Assumed open for service by 2033
- Roadway/Intersection project – Not expected to be open for service by 2033 (Due to funding or timing considerations)
- Pedestrian Project – Assumed open for service by 2033
- Pedestrian Project – Not expected to be open for service by 2033
- Bicycle Project – Not expected to be open for service by 2033
- OCBNP-1 Project Area
- OCBNP-2 Project Area
- OCBNP-3 Project Area
- Mobility Management Area

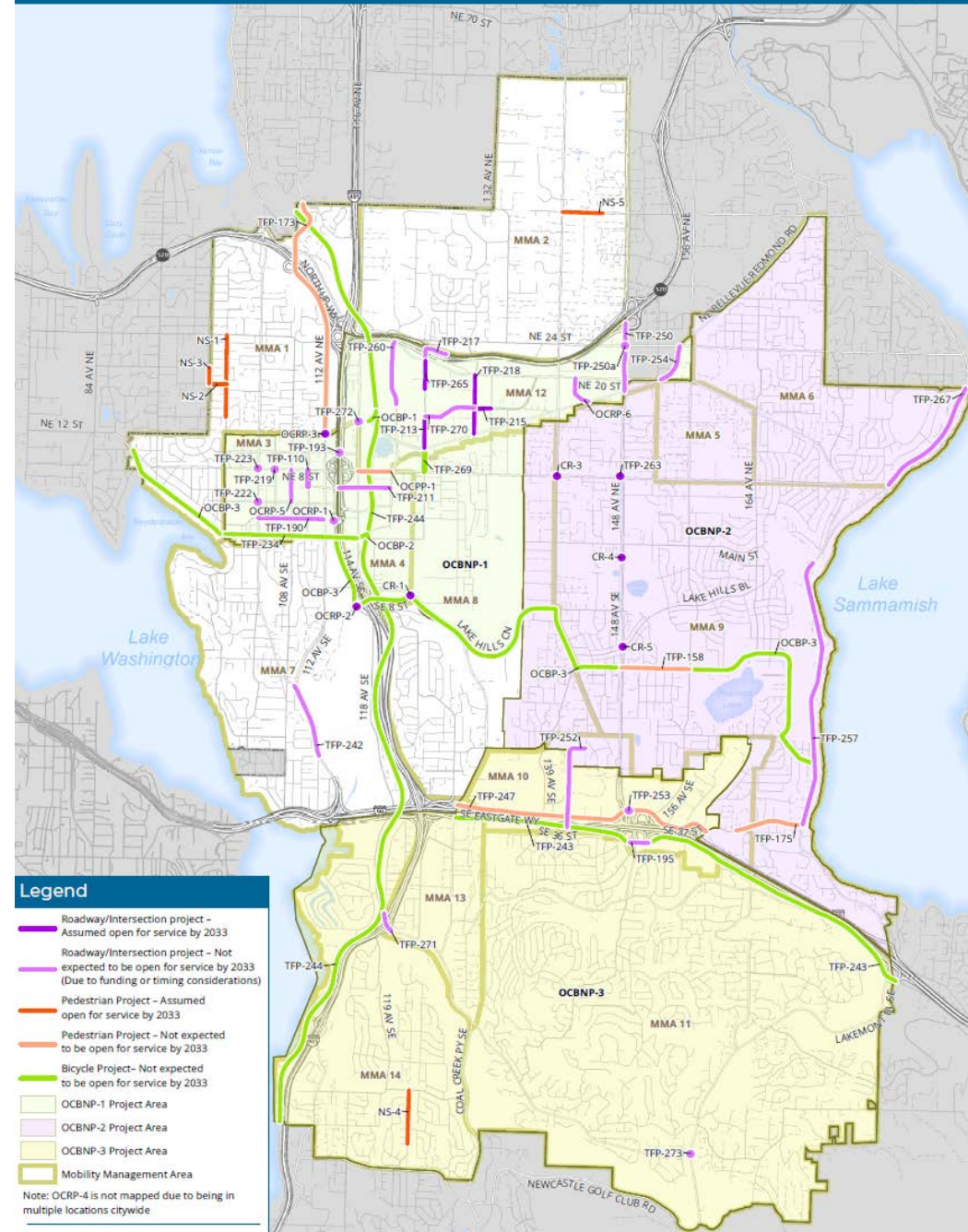
Note: OCRP-4 is not mapped due to being in multiple locations citywide

2022-2033 TFP

Preliminary conclusions

Analysis shows 2022-2033
 Proposed Project List,

- Improves Transit performance for several O-D pairs
- Directs investments to locations where vehicular system performance lags



Next Steps

- Staff to return on October 28.
 - With recommendation for allocation of the \$5.4 million not allocated
 - Request for Commission endorsement of the proposed project list, as basis to advance to SEPA analysis
- November or December: Council briefing (TC rep + staff)
- Dec-May: Pursue SEPA analysis
- May: Return to Commission with SEPA results
- June or July: Present 2022-2033 to Council (TC rep + staff)

Questions?

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